

Applicants: Gerhard Moser, et al.
U.S. National Phase of PCT/AT2004/000342
U.S. Filing Date: April 28, 2006
PRELIMINARY AMENDMENT

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

- 1-6. (Cancelled).
7. (New) A railway vehicle junction system comprising:
 - a coupling device which couples a first railway vehicle and a second railway vehicle;
 - a passage between the first railway vehicle and the second railway vehicle, the passageway including (i) at least two gangway bellows each of which have a plurality of bellows frames which have bottom edges, (ii) at least one passage plate, and (iii) a passage plate support which supports the at least one passage plate;
 - a sliding plate on which the passage plate support is adapted to move, the sliding plate being disposed between the first railway vehicle and the second railway vehicle above the coupling device;
 - a first anti-climbing protective device having an upper edge and a lower edge, wherein the first anti-climbing protective device extends essentially over the entire width of the first railway vehicle and is located on an end region of the first railway vehicle; and
 - a second anti-climbing protective device having an upper edge and a lower edge, wherein the second anti-climbing protective device extends essentially over the entire width of the second railway vehicle and is located on an end region of the second railway vehicle;
 - wherein the bottom edges of the bellows frames are positioned above the upper edges of the first and second anti-climbing protective devices and the sliding plate is positioned under the lower edges of the first and second anti-climbing protective devices.

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8. (New) The system of claim 7, wherein the first anti-climbing protective device comprises a plurality of parallel and horizontal ribs and wherein the second anti-climbing protective device comprises a plurality of parallel and horizontal ribs.
9. (New) The system of claim 7, wherein the first railway vehicle has a body which comprises a first deformable portion attached to the passage and the second railway vehicle has a body which comprises a second deformable portion attached to the passage such that during a rear-end collision or the front-end collision, compressive forces cause the passage to at least partially displace and deform the first deformable portion and the second deformable portion.
10. (New) The system of claim 7, wherein the passage plate support comprises a first support material which is softer than the material of either the first or second anti-climbing protective devices, such that during a rear-end or front-end collision the first and second anti-climbing protective devices deform or penetrate the passage plate support to engage the first and second anti-climbing protective devices to prevent the first railway vehicle from sliding over or under the second railway vehicle.
11. (New) The system of claim 10, wherein the passage plate support further comprises a solid section positioned on the sliding plate and on a plane below the first and second anti-climbing protective devices, wherein the solid section comprises a second support material which is harder than the first support material.
12. (New) The system of claim 10, wherein the material of the first or second anti-climbing protective devices material comprises steel.
13. (New) The system of claim 10, wherein the first support material comprises aluminum.
14. (New) The system of claim 11, wherein the first support material comprises steel.

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15. (New) The system of claim 7, wherein the at least one passage plate comprises a first side passage plate attached to the first railway vehicle, a second side passage plate attached to the second railway vehicle, and a middle passage plate adjacent to both the first side passage plate and the second passage plate.
16. (New) The system of claim 7, wherein the passage comprises a first gangway bellow attached to the first railway vehicle by a first attaching means; a second gangway bellow attached to the second railway vehicle by a second attaching means, wherein the first gangway bellow and the second gangway bellow form a continuous, closed passage.
17. (New) The system of claim 11, wherein the first attaching means comprises a bracket having a Z-shaped cross-section attached to the bottom of the first gangway bellow and the bottom of the body of the first railway vehicle and second attaching means comprises a bracket having a Z-shaped cross-section attached to the bottom of the second gangway bellow and the bottom of the body of the second railway vehicle.
18. (New) The system of claim 7, where the first railway vehicle comprises a pulled car.
19. (New) The system of claim 7, where the first railway vehicle comprises a locomotive.